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toward a maintenance of the present standard of the population, if not toward its improvement, by extirpation of disease and through selective breeding.

The appendix (pp. 163-250) is made up of notes drawn from a great variety of sources and of very diverse value. For the most part they comprise facts more or less familiar to all readers, and betray no eagerness in the writer to parade a recondite erudition.

V.

The Nicaragua Canal and the Monroe Doctrine. By L. M. KEASBEY. New York: G. P. Putnam's Sons, 1896. 8vo. pp. v + 621.

IN the preface the author prepares us for what follows by the statement that "if the narrative exhibits a national prejudice, it may be attributed to the fact that the book is written avowedly from the Monroe doctrine standpoint." The narrative, commencing with the discovery of America, exhibits how our rivals across the water have been teasing us by trespassing on our own distinctive playground, regardless of the notice to the contrary which we had posted as early as 1823, under the name of the Monroe Doctrine. This, the writer thinks, ought not to be so. In a hundred pages or more he calls attention to the fact that long ago there were dreams of cutting a canal across the isthmus. He then goes on to relate how our rivals always had the better of the argument in diplomacy because we did not stand firmly on the Monroe Doctrine. We thought we had done so by the Clayton-Bulwer treaty, which aimed to secure the neutrality of the canal. But, alas! it has been discovered quite recently that the doctrine means something quite different,—that it means that the United States is sovereign over the whole American continent; that "manifest destiny" makes us the natural protectors of the territory, but releases us from any responsibility for the people of the territory; that in all the affairs of this continent it is to be presumed that England acts with malicious intent, while the United States acts with wisdom and saintly unselfishness. From the book itself, however, it does not appear that any nation is trying to secure political control over isthmus transit, except the United States. But the vexatious Clayton-Bulwer treaty has been the stumbling-block to several jingo statesmen. The writer, however, finds a way out of the difficulty by disregarding treaties, crying

peccavi and standing on the Monroe Doctrine, which is elastic enough for all emergencies, as only a few statesmen seem to know what it really means. In pursuing this course, he concludes, "we will simply be imitating the admirable policy our rival has pursued in establishing her ascendancy on the opposite side of the globe."

In his chapter on the economic aspects of the canal, he tries to show the future course of commerce, with such a canal, and its advantages to the United States. No one, we think, will deny this, but to state the advantages based on possible future development in trade and industry is an employment without end and not very fruitful. The ground has been traversed numerous times by the press, and nothing new is added.

E. M. HEIM.